

Zionists quickly learned of Germany's offer of peace to Great Britain. They also learned why the British War Cabinet was then giving serious consideration to accepting Germany's peace offer. Zionists immediately proposed the 1916 London Agreement between the Zionist World Organization and the British War Cabinet. The British War Cabinet quickly concluded the 1916 London Agreement and discontinued further consideration of Germany's peace offer. Shortly thereafter, the USA was railroaded into World War I as Great Britain's ally pressured by Zionists in the USA.

For a reason vital to continued world leadership, Great Britain elected to continue to fight World War I with the USA as Great Britain's ally rather than to enter into negotiations with Germany for a "negotiated peace" on a "status quo ante" basis. Great Britain believed Germany could be defeated with the USA as Great Britain's ally. Great Britain's defeat of Germany would end the threat to Great Britain's world leadership by Germany's Berlin-to-Baghdad railway when completed.

Great Britain believed the "status quo ante" basis of Germany's peace offer, the return of European countries to their status prior to the outbreak of World War I, confirmed that Germany planned to proceed with the construction of Germany's Berlin-to-Baghdad railway project, an eight-day overland all-rail route from Hamburg in Germany to Basra at the head of the Persian Gulf, made possible by the concession granted to the German Kaiser by his friend the ruling Sultan of the Ottoman Empire.

At the outbreak of World War I the territory of the Ottoman Empire included the present territory of countries known since the Versailles Peace Conference in Paris in 1919 as Turkey, Syria, Iraq, Lebanon, Saudi Arabia, Yemen, Kuwait, Palestine and Jordan. Under the concession granted by the Sultan of the Ottoman Empire to the German Kaiser in 1875, Germany's Berlin-to-Baghdad railway was to be built on territory of the Ottoman Empire between the two cities of Constantinople and Basra.

Germany's eight-day overland all-rail route from Hamburg to Basra would provide Germany with access to the markets and the natural resources of the Far East without Germany's shipping at the mercy of the British navy at all times. Germany's access to the markets and natural resources of the Far East was at that time through the Mediterranean with Gibraltar at one end and the Suez Canal at the other end, both defended by impregnable British fortifications to blockade the Far East in war.

Germany's foreign trade was at all times at the mercy of Great Britain's navy. Great Britain's navy was undisputed ruler of the seas. Germany's world-wide foreign trade everywhere was at the mercy of Great Britain's navy. German shipping to the Far East had to take either the shorter route through the Mediterranean or the longer route around the Cape of Good Hope which also was defended by impregnable British fortifications for similar use.

The shorter route from Hamburg to Bombay then required approximately three weeks and the longer route approximately eight weeks. The same trip would require less than eight days upon completion of Germany's all-rail overland Berlin-to-Baghdad railway between Hamburg and Basra.

The completion of Germany's Berlin-to-Baghdad railway would make it possible for Germany to land troops on India's border in less than two weeks time. Great Britain regarded Germany's rapidly expanding military power and Germany's rapidly increasing world trade as a grave challenge to Great Britain's world leadership in these two fields for many centuries.

Germany's growing challenge to Great Britain in world affairs was the outcome of the creation of the German Empire and the defeat of France by the German Empire in the Franco-Prussian war. The German Empire was created only shortly before the

1870 Franco-Prussian war by uniting three hundred small separate states occupying an area approximately the size of the State of Texas. They were sovereign and independent at the time of the French Revolution in 1793. Prior to the creation of the German Empire world affairs were dominated by Great Britain with very little to fear from competition of any other power.

The newly created German Empire possessed no colonies. The maritime nations on Europe's Atlantic seaboard, Great Britain, France, Spain, Portugal and the Netherlands, colonized practically the entire world in the three centuries following the discovery of the Western Hemisphere by Columbus(?) in 1492. Little of this world remained to be colonized when the three hundred small separate German states united to form the German Empire and create a great German merchant marine.

The Ottoman Empire was defeated by Czarist Russia in a disastrous war shortly after France's defeat by Germany in the Franco-Prussian war. The Sultan of the Ottoman Empire entered into an arrangement with the German Kaiser for the reorganization by Germany of the Ottoman Empire's military forces. A great personal friendship soon developed between the German Kaiser and the Sultan of the Ottoman Empire that gave Great Britain worry.

Germany's Kaiser had obtained from the Sultan of the Ottoman Empire a concession to construct Germany's Berlin-to-Baghdad railway on territory of the Ottoman Empire from Constantinople to Basra. Great Britain resorted unsuccessfully to every form of diplomatic pressure to induce the Sultan of the Ottoman Empire to cancel Germany's Berlin-to-Baghdad railway concession but they were never able to do so.

Unsuccessful in that attempt, Great Britain then offered to pay the complete cost of construction for the Berlin-to-Baghdad railway as the price paid by Great Britain for a one-half interest in Germany's concession. Great Britain also proposed dividing the world into two "spheres of influence" aiming in that way to monopolize world trade between Great Britain and Germany promising many mutual benefits.

Germany was a young nation and unable financially to undertake the construction of the Berlin-to-Baghdad railway all at one time. In spite of Great Britain's attractive offer, the offer was refused by Germany. Germany at that time was in a financial position to construct only small sections of the Berlin-to-Baghdad railway and was only able to do that with the assistance of German bankers among whom were German so-called Jews anxious to supply funds.

A frustrated Great Britain was becoming increasingly frightened. Germany was already challenging Great Britain's leadership in world trade. With the prestige and power added to Germany's position in world affairs by the completed Berlin-to-Baghdad railway, Great Britain's leadership in world affairs would be seriously jeopardized. Great Britain reasoned that the only solution to the problem presented by Germany's Berlin-to-Baghdad railway project was to "smash" Germany in a war that would eliminate forever threat of a future German Berlin-to-Baghdad railway.

Great Britain reasoned if Germany could be "smashed" in a war with Great Britain that the Ottoman Empire would collapse as the ally of defeated Germany. The Ottoman Empire's collapse would make the Ottoman Empire's territory "spoils of war" subject to terms of surrender dictated by Great Britain. Great Britain planned by adopting that course of action to end the threat of Germany's Berlin-to-Baghdad railway concession. Great Britain for that purpose premeditated, provoked and precipitated World War I to "smash" Germany.

Great Britain in 1904 approached France seeking a so-called "joint defense alliance" against Germany. France welcomed the idea, recollecting France's ignominious defeat by the infant German Empire thirty years earlier. France feared Germany's

phenomenal military and industrial expansion in the intervening thirty years. This so-called "joint defense alliance" against Germany was a "shot-gun wedding" between Great Britain and France, historic enemies. France was not in a position to decline Great Britain's offer and accepted immediately and without reservations.

Great Britain next proposed a so-called "joint defense alliance" against Germany to Czarist Russia. Great Britain offered Czarist Russia the inducement of the Dardanelles as a "warm-water seaport" for Russia, the dream of Russia's Czars for centuries. Czarist Russia was to be rewarded with the Dardanelles as the "spoils of war" after Great Britain's defeat of Germany and the inevitable collapse of the Ottoman Empire, the ally of defeated Germany, the Ottoman Empire's champion.

Having completed their "ring of steel" around Germany, Great Britain's diplomats around the world left no stone unturned to provoke Germany into committing "an act of war." Two notable instances that almost provoked war were the "partition" of Morocco and the serious Dakar "incident."

Time was working in favor of Germany. Great Britain was in a hurry to "smash" Germany before Germany grew too strong for Great Britain to "smash." On the other hand, Germany did not intend to be rushed into war against the world's three leading military powers. Germany intended to wait until such time as Germany's military strength insured victory for Germany if provoked into war against Great Britain, France and Czarist Russia all at one time, whose so-called "joint defense alliance" against Germany was no longer a secret.

Great Britain's long awaited opportunity to "smash" Germany was provided in July 1914 by the assassination of Austria-Hungary's Crown Prince Ferdinand. No person in possession of the facts in their right mind will believe that Crown Prince Ferdinand's assassination was actually the "reason" for World War I. Nothing could be further from the truth. Crown Prince Ferdinand's assassination offered Great Britain the long awaited "excuse" for setting in motion Great Britain's plan to "smash" Germany. Great Britain acted immediately.

It is not important to now decide at this late hour whether it was Germany or Czarist Russia which first mobilized their armed forces in July 1914, or which one first crossed the border a few feet into the other's territory by a few hours. The confusion intentionally created at that time by delaying communications made war inevitable. Great Britain's long awaited war to "smash" Germany became a reality in July 1914 again substantiating the inevitability of the unpredictable. World War I was on!

The important thing at this late date is to establish why the USA was railroaded into a foreign war in which USA interests were not involved. The truthful reason for Great Britain's determination to "smash" Germany was not any concern of the USA. The truthful reason for Great Britain's determination to "smash" Germany became one of the best kept secrets in all history.

The entry of the USA into World War I in 1917 as Great Britain's ally transformed Germany's victories on land and sea prior to 1917 into Germany's ignominious defeat in 1918. Germans correctly construed the misfortunes which overtook Germany since Germany's defeat in 1918 as the direct and indirect results of Germany's stab in the back by the 1916 London agreement which railroaded the USA into World War I on April 6, 1917 as Great Britain's new ally.

Germans have always been convinced that if Zionists had not proposed their 1916 London Agreement to the British War Cabinet at the time they were giving consideration to accepting Germany's peace offer that Great Britain would have accepted Germany's 1916 peace offer at that time. World War I would have ended in 1916.

Germans realized that if World War I had ended in the late Summer or early